

Results

Crash Reductions (Using 5.67 Year Before and After Periods)

Total Crashes:	70.2% Reduction	(From 57 crashes to 17 crashes)
Target Crashes*:	81.8% Reduction	(From 55 crashes to 10 crashes)
Target Injury Crashes:	81.1% Reduction	(From 37 crashes to 7 crashes)
Target PDO Crashes:	83.3% Reduction	(From 18 crashes to 3 crashes)
AADT:	16.4% Increase	(From 5500 vehicles to 6400 vehicles)

* Target Crashes include all Frontal Impact Crashes.
The Frontal Impact Crash types considered are as follows: Left Turn-Same Roadway;
Left Turn-Different Roadways; Right Turn-Same Roadway; Right Turn-Different Roadways; Head On;
and Angle.

The Treatment Location appears to have had a substantial decrease in both Total and Target Crashes from the before to the after period. The traffic signal installation appears to have been effective at reducing the pattern of Angle Crashes and the high severity injuries associated with this crash type.

Location Photos Taken on February 9, 2006



Facing Northwest on River Rd



Facing Northeast on Harvey Rd

For the complete project evaluation report and reports on other projects, please go to:
<http://www.ncdot.org/doh/preconstruct/traffic/Safety/ses/projects/completed.html>

North Carolina Department of Transportation
Traffic Engineering and Safety Systems Branch
Traffic Safety Systems Management Section
Safety Evaluation Group

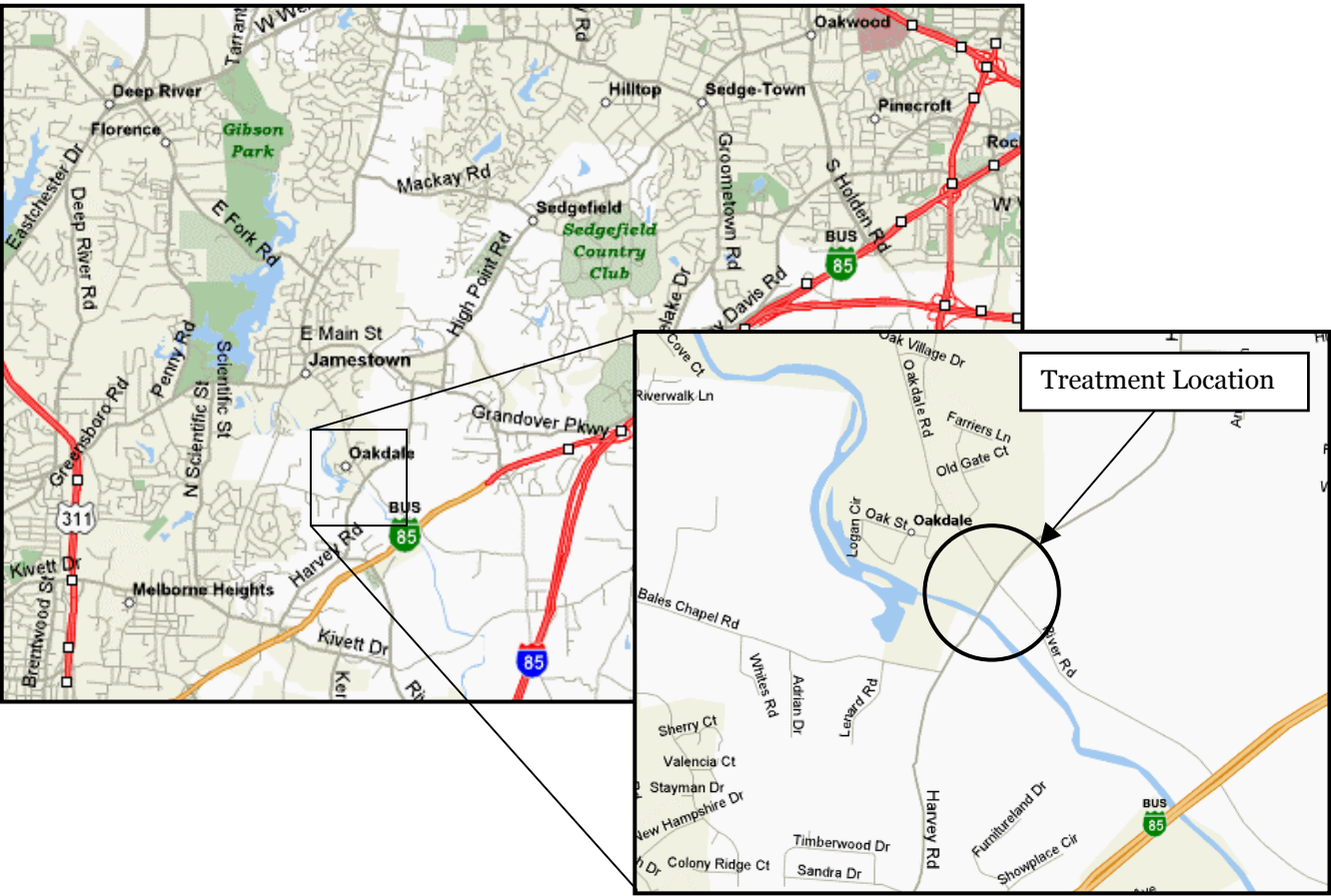
Evaluation of Spot Safety Project # 07-98-222

The Installation of a Traffic Signal at the Intersection of
SR 1355 (Harvey Road) and SR 1144/SR 1352 (River Road/Oakland Road)
In Guilford County

The subject intersection is located just north of I-85 Business near Highpoint. Prior to the signal installation, the intersection was controlled by a flashing traffic signal and stop signs located on SR 1144/SR 1352 (River Road/ Oakland Road). All approaches are two-lane facilities with no left turn lanes at the treatment intersection.

Traffic Engineering staff originally recognized this location as needing safety improvements because it had experienced 23 Total Crashes in the three year time period between April 1, 1995 through March 31, 1998. Over 80 percent of the crashes were Angle Crashes. Increasing traffic volumes made it difficult for motorists to safely maneuver through the intersection. Vehicles on SR 1144 (River Road) and SR 1352 (Oakland Road) were choosing improper gaps and were struck when entering the intersection.

The project was completed on December 15, 1999 at an estimated cost of \$30,000.

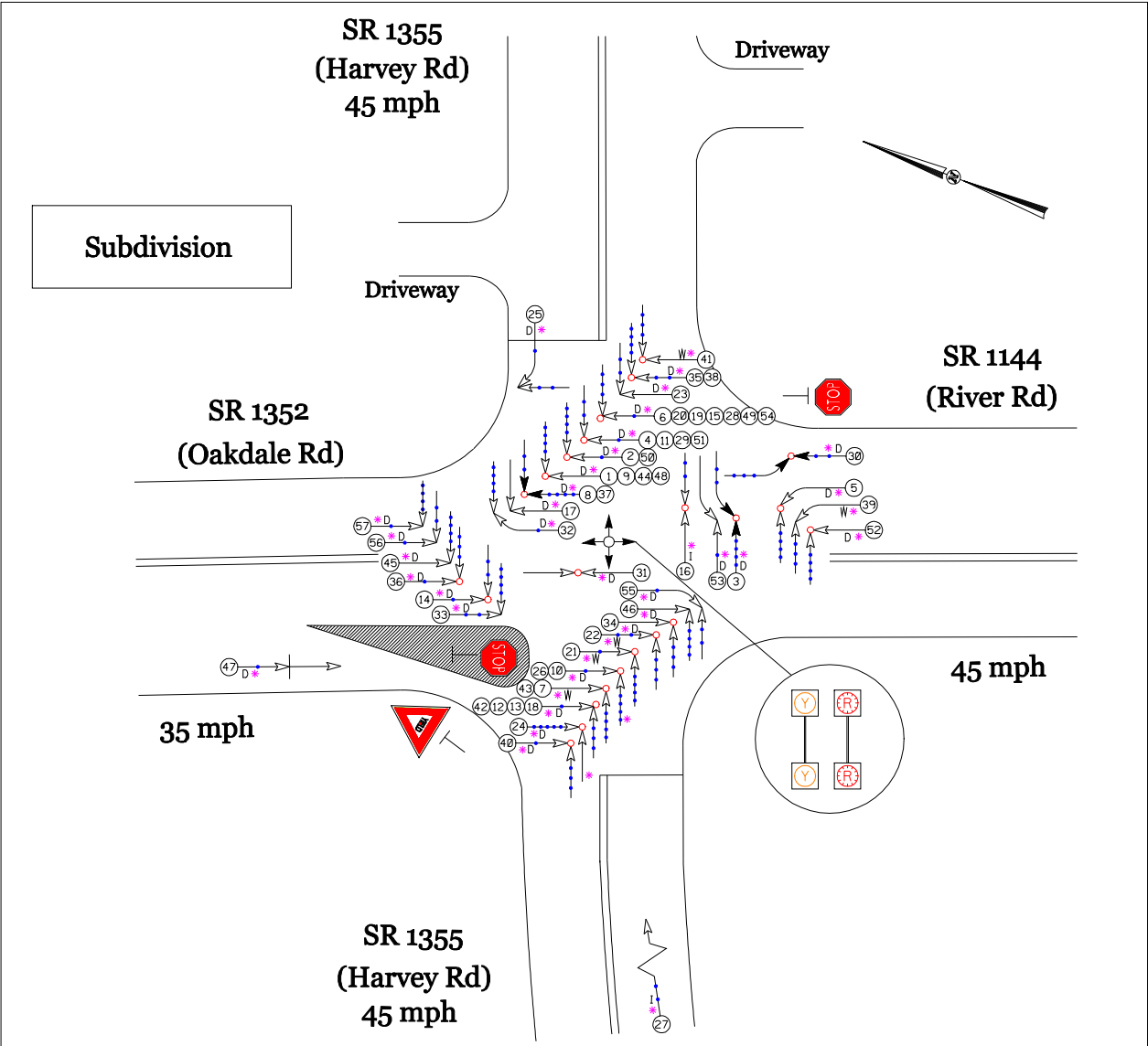


Before Period Collision Diagram

March 1, 1994 through October 31, 1999

(5.67 Years of Crash Data)

1996 ADT = 5500



- 57 Total Crashes
- 45 Angle Crashes
- 2 Left Turn-Different Roadway Crashes
- 3 Left Turn-Same Roadway Crashes
- 3 Right Turn-Different Roadway Crashes
- 2 Head On Crashes
- 1 Rear End Crash
- 1 Ran Off Road Crash

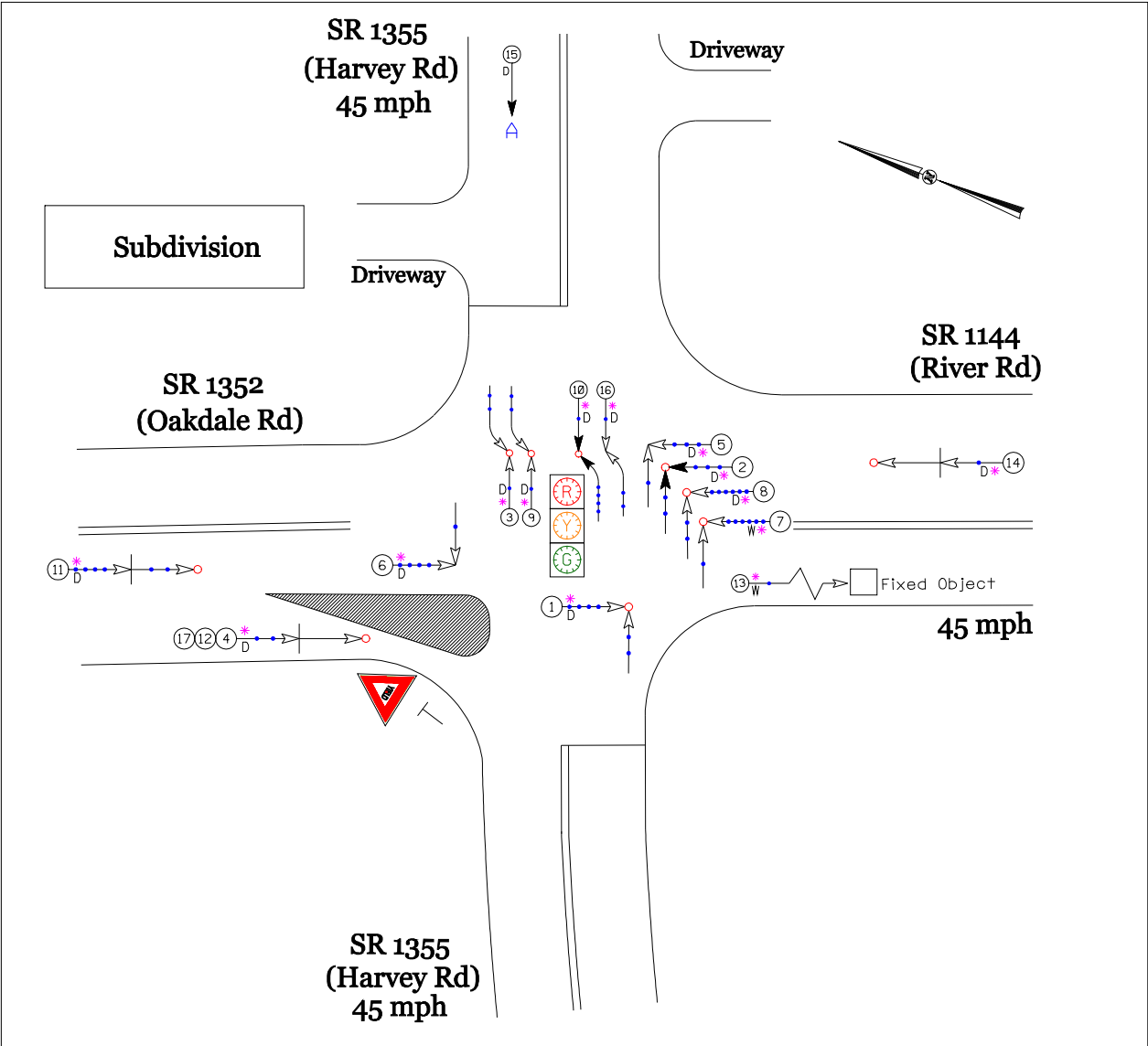
- 55 Target Crashes*
- 37 Target Injury Crashes
- 18 Target PDO Crashes

After Period Collision Diagram

February 1, 2000 through September 30, 2005

(5.67 Years of Crash Data)

2002 ADT = 6400



- 17 Total Crashes
- 6 Angle Crashes
- 4 Left Turn-Same Roadway Crashes
- 1 Fixed Object Crash
- 1 Animal Crash
- 5 Rear End Crashes

- 10 Target Crashes*
- 7 Target Injury Crashes
- 3 Target PDO Crashes

* Target Crashes are deemed correctable by the treatment.
For this evaluation, Target Crashes include all Frontal Impact Crashes such as:
Left Turn-Same Roadway; Left Turn-Different Roadways; Right Turn-Same Roadway;
Right Turn-Different Roadways; Head On; and Angle